

# INFORMATION REPORT      INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY    USSR (Dnepropetrovskaya oblast)      REPORT [REDACTED]

SUBJECT    Railroads and Unusual Activities Observed in the Novomoskovsk, Pavlograd, and Sinelnikovo Areas      DATE DISTR.    25 March 1959

NO. PAGES    7

REFERENCES [REDACTED]

DATE OF  
INFO.  
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DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. This report on military maneuver areas, troop concentrations, trains loaded with military equipment, and tank cars and tank trucks with frosted vents observed in the Novomoskovsk, Sinelnikovo, and Pavlograd areas [REDACTED]

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2. An overlay of a map of the Dnepropetrovsk area [REDACTED]

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STATE	X	ARMY	#	X	NAVY	X	AIR	15	FBI		AEC						
(Note: Washington distribution indicated by "X"; Field distribution by "#".)																	

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RAILROADS AND UNUSUAL ACTIVITIES OBSERVED IN THE  
NOVOMOSKOVSK, PAVLOGRAD, AND SINELENIKOVO AREAS

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Activities Observed in Novomoskovsk

2.

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\_\_\_\_\_ military  
maneuvers were held from June through September in a restricted maneuver  
area adjacent to the town limits. \_\_\_\_\_

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\_\_\_\_\_ a restricted zone which appeared to be a military reservation  
was located approximately 300 meters from the Novomoskovsk train station.  
The restricted area was surrounded by a brick and stone wall which was  
one meter high. Several railroad tracks led into the restricted area,  
some of which were deadend spurs and others apparently continued north-  
west of the town. Within the area there were one-story, brick, rectangular  
buildings which resembled warehouses. (Refer to aforementioned overlay of  
Dnepropetrovsk area and Sketch No. 1., \_\_\_\_\_ sketch of the  
Novomoskovsk Restricted Zone, page 5. \_\_\_\_\_)

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3. From the Novomoskovsk railroad station \_\_\_\_\_ the following  
activities being conducted within or outside of the restricted zone:

- a. Troop trains entered the zone and soldiers from different unde-  
terminable military branches detrained within the area.
- b. Freight cars transporting various types of military equipment,  
including tanks, artillery pieces, and katushka, also went into  
the area. \_\_\_\_\_ several flatcars which transported boxes  
approximately three meters long and one meter high. The boxes  
and the equipment were covered with olive-green canvas.

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- c. Five or six flatcars, approximately eight meters long, trans-  
ported large aluminum or silver colored fuel tanks to an unknown  
point within the restricted area. These tanks were about five  
meters long, had frosted vents, and appeared to be removable.

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Each of these flatcars had two wooden, boxlike structures approximately one and one-half meters wide and two meters high, which were placed on either side of the fuel tank at the forward and rear sections of the tank car. Two guards armed with submachineguns were assigned to each tank car. One guard was posted at each boxlike structure. (See Sketch No. 2, [redacted] sketch of Frosted Vent Fuel Tanks Seen in the Restricted Area, Novomoskovsk, page 6.) Several "Prohibited Zone" and "No Smoking" signs were visible within the area. [redacted] a "No Smoking" sign and a "Prohibited Zone" sign were posted at the railroad entrance to the restricted zone. An armed guard was stationed at this entrance, and guards patrolled inside the restricted area.

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- d. Several one and one-half ton trucks, similar to [redacted] one and one-half ton trucks used in World War II, transported fuel tanks which had frosted vents and tops. Some tanks were blue and others were silver or aluminum color. Those painted blue appeared larger than the silver colored fuel tanks. Soldiers wearing uniforms with red shoulder-boards drove the trucks which transported the silver colored fuel tanks, whereas men in civilian clothes drove the trucks which carried the blue fuel tanks. A level gauge, apparently a mercury-type gauge, was installed at the rear of each tank, and the area around the gauge was also frosted. [redacted] pipes of unknown size or description were installed at the sides of the tanks. (See Sketch No. 3, [redacted] sketch of Fuel Tank Trucks seen in the Novomoskovsk Restricted Area, page 7).

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#### Activities Observed in Pavlograd

4. [redacted] her visits to Pavlograd were less frequent than her visits to Novomoskovsk. [redacted] a large number of soldiers of different branches of the service walking along the streets of the town. [redacted] a maneuver area was located near the town.
5. On one occasion while traveling by train from Sinelnikovo to Novomoskovsk via Pavlograd, [redacted] approximately five flatcars transporting fuel tanks with frosted vents which were identical to the type described in paragraph 3, c., above. These flatcars were parked on a deadend rail spur near Pavlograd. (See Overlay of Dnepropetrovsk area, point 12). [redacted] five such flatcars transporting tanks with frosted vents, attached to a freight train which was traveling north from Pavlograd in the direction of Kharkov.
6. [redacted] two new wide-gauge railroad lines in Pavlograd which led to unknown destinations.

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#### Dnepropetrovsk- Sinelnikovo Railroad Stations

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7. [redacted] the following train stops on the railroad route from Dnepropetrovsk to Sinelnikovo: (See attached overlay of Dnepropetrovsk, points 1 through 11.)
- Point 1. Amur Railroad Station.
- Point 2. VRZ. (Vagonnyy Remontnyy Zavod). Railroad stop for the Railroad Car Repair Plant workers.
- Point 3. Mzhyshe-Dneprovsk Railroad Station.
- Point 4. Artel. Train stop, [redacted]
- Point 5. Uzel. Train stop, [redacted] There were many railroad switches and the track branched out into different directions.
- Point 6. Depo. Train stop for workers. There were several warehouses in the area which appeared to be for military use. Trains stopped here for approximately five minutes and only passengers who worked in Depo were permitted to detrain. The warehouses were guarded by armed soldiers who were accompanied by sentry dogs which were chained to the soldiers' belts. These soldiers wore khaki uniforms with red

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shoulder-boards and black boots. [redacted] there 25X1  
 were several railroad spurs which serviced the warehouse area. 25X1

- [redacted]
- Point 7. Odinkovka Train Station.
  - Point 8. Igren Train Station. A sovkhos was located in this area.
  - Point 9. Ilarianov Train Station.
  - Point 10. Razezd Train Station.
  - Point 11. Sinelnikovo - Train Stations Nos. 1, 2, and 3. Railroad lines led from Sinelnikovo to the north, south, and northeast.

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Dnepropetrovsk - Novomoskovsk Railroad Stations

- 8. The Podgorodnaya Station and the Kulebodka Station were the only railroad stations between Dnepropetrovsk and Novomoskovsk. The Podgorodnaya Station serviced persons utilizing the Podgorodnaya Airport which was located approximately one kilometer from the railroad station. [redacted] armed military personnel who guarded several ordinary coaches of a passenger train which had stopped at this station. [redacted] 25X1

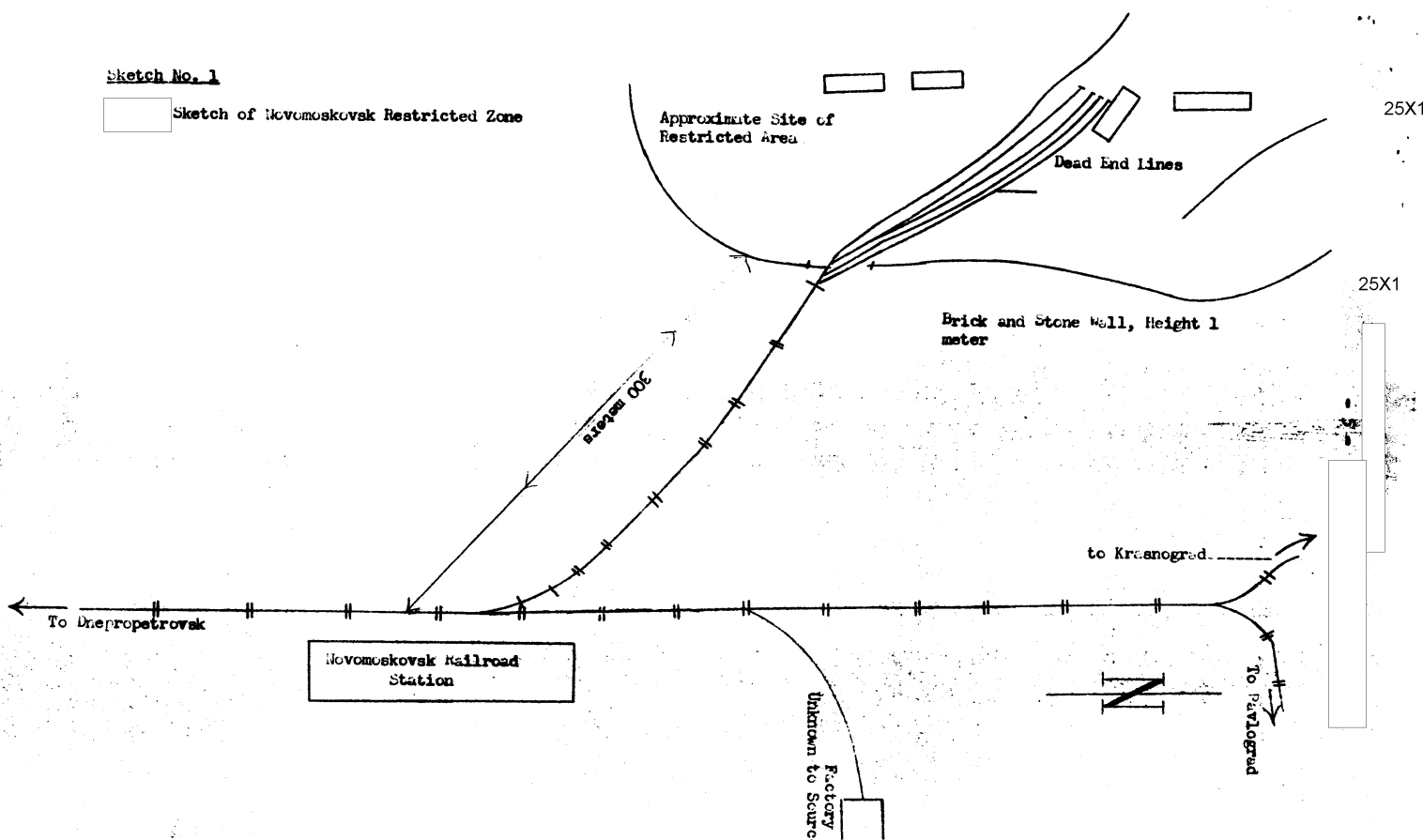
- 9. On the attached overlay of Dnepropetrovsk, [redacted] the site of a radio station tower (Point 13) which was marked by three red lights at night.

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Sketch No. 1

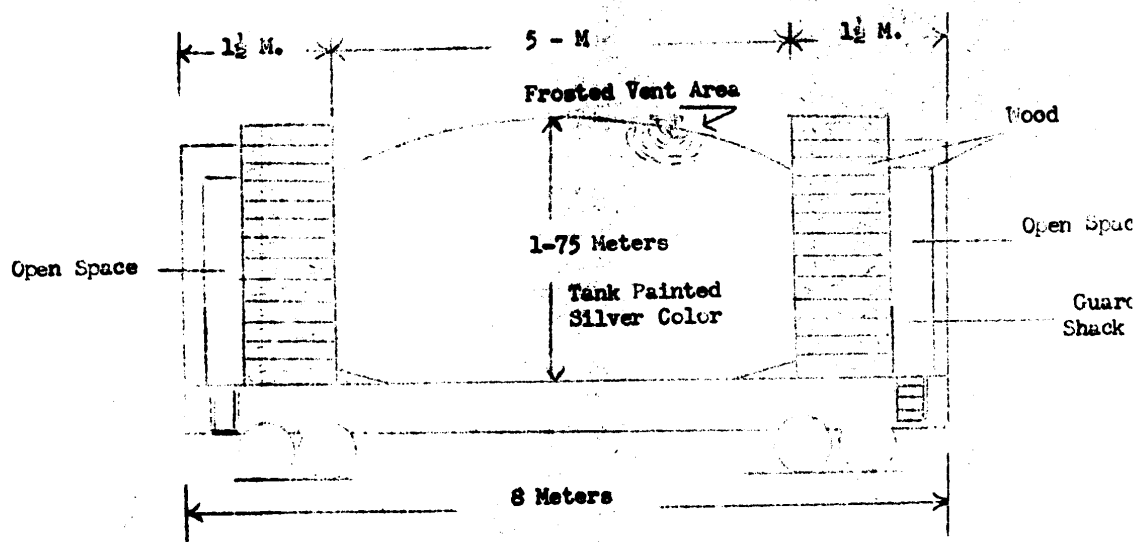
Sketch of Novomoskovsk Restricted Zone



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Sketch No. 2

Sketch of Frosted Vent Fuel Tank on Flatcar  
(All Dimensions are Approximate)  
Not to Scale

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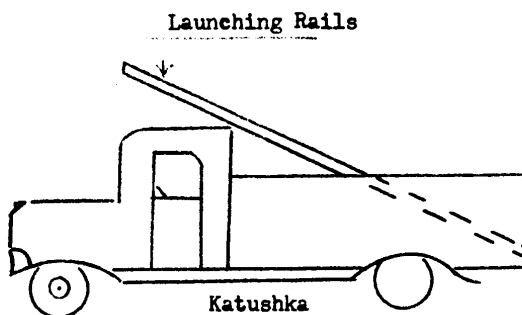
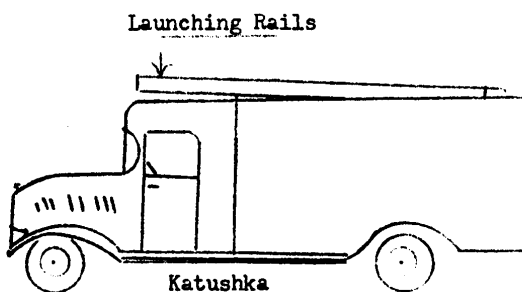
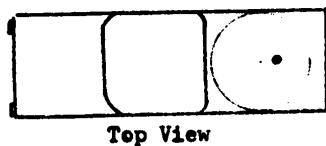
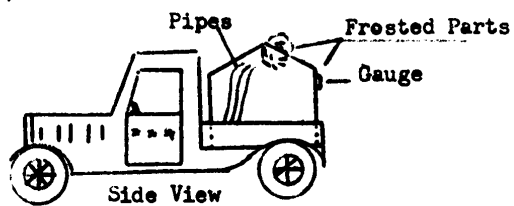
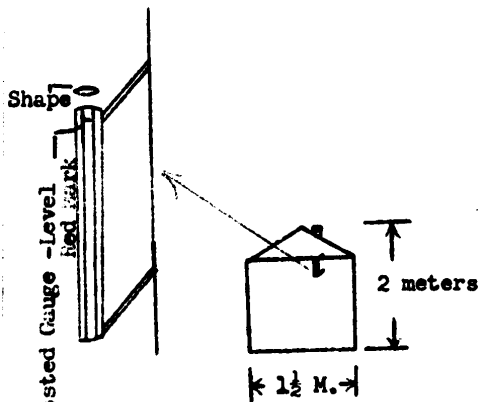
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Sketch No. 3

Sketch of Trucks; Tanks with Frosted Tops,  
and Katushka: Observed in Novomoskovsk Area

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Attachment

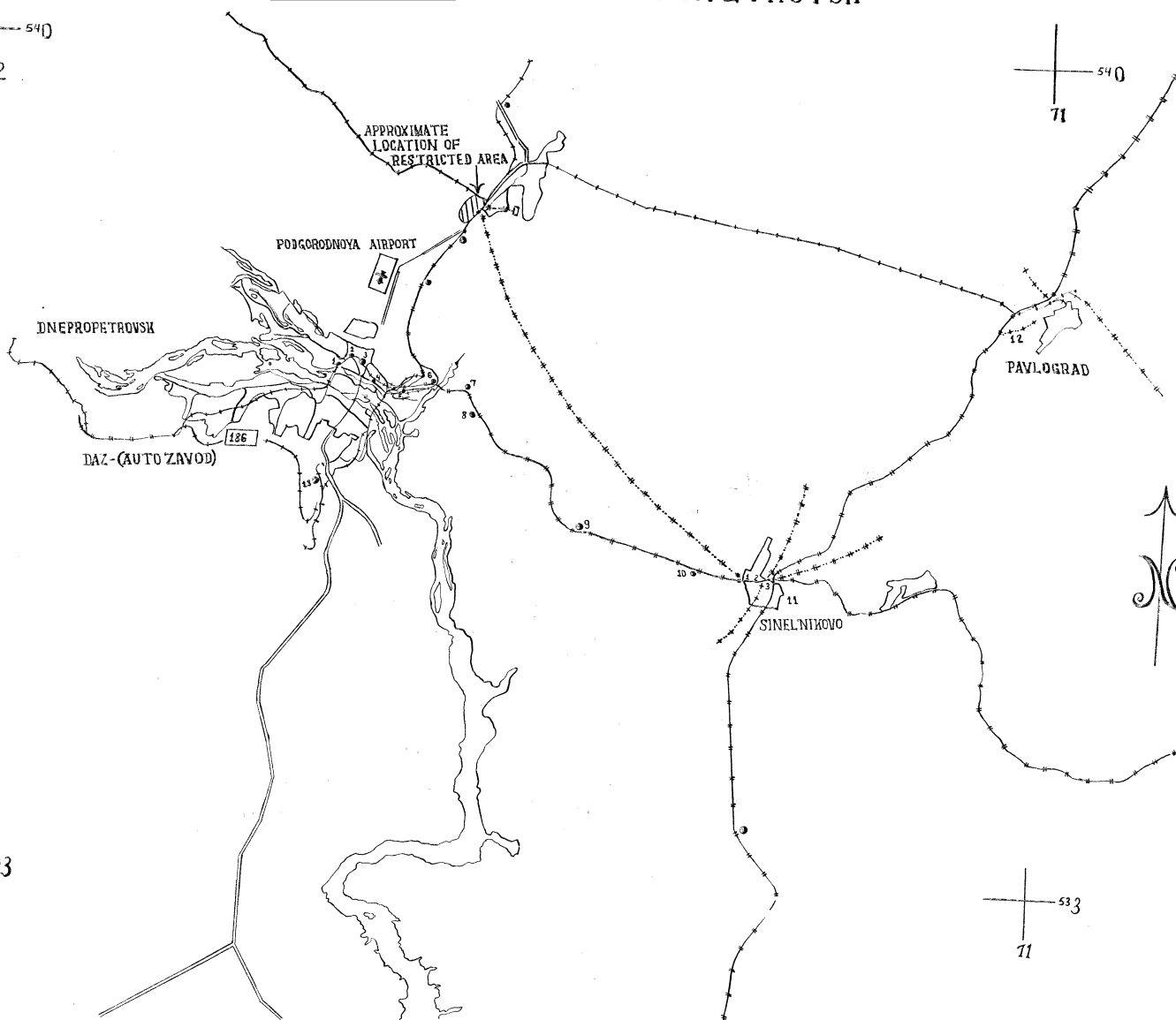
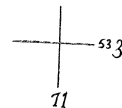
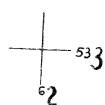
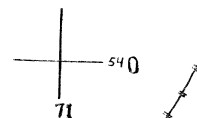
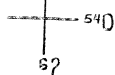
ENCLOSURE 1

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SCALE 1:250,000

MAP OF DNEPROPETROVSK



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